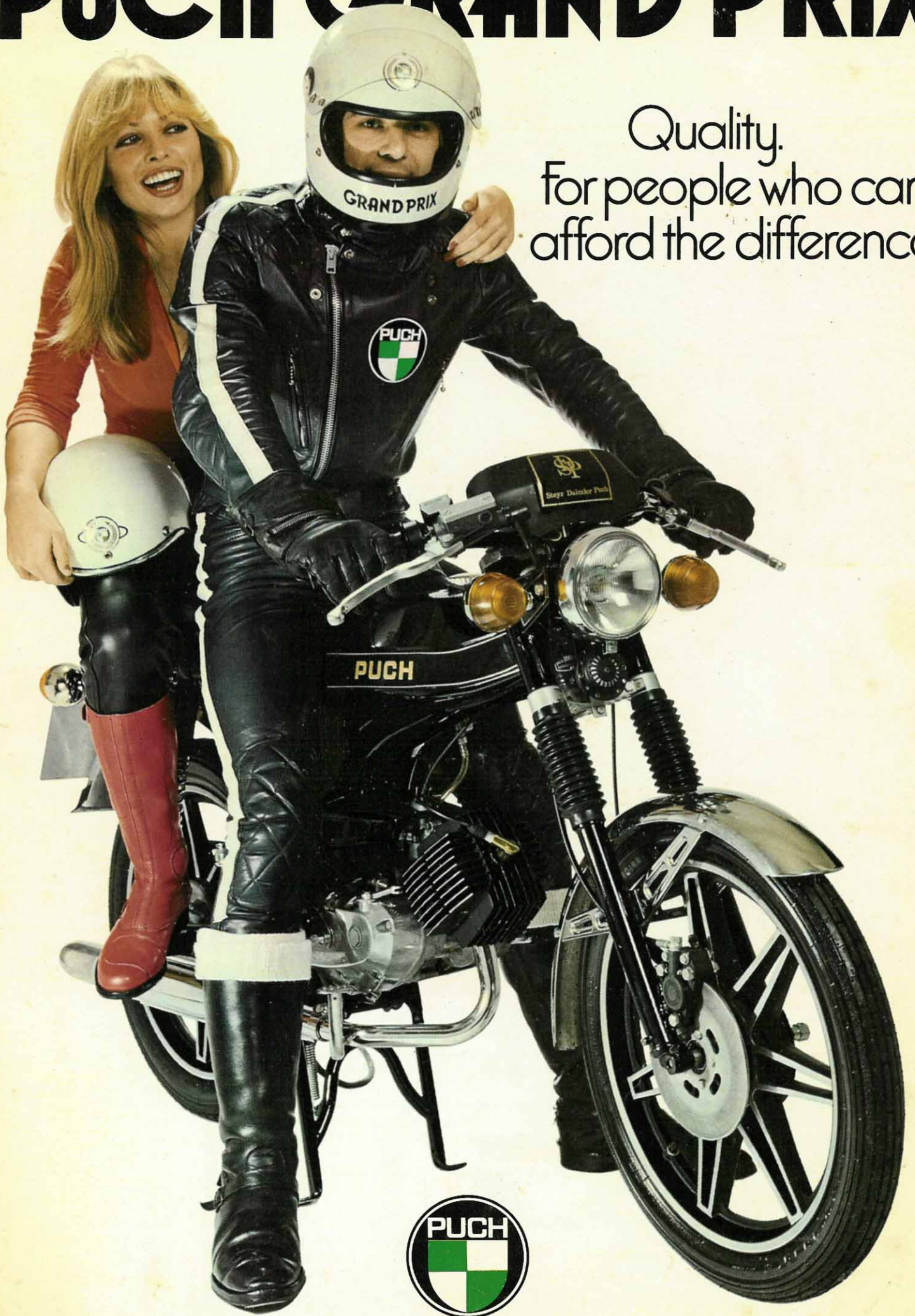


PUCH GRAND PRIX

Quality.
For people who can
afford the difference



GRAND PRIX



SPECIFICATION

ENGINE

Type: Single-cylinder, two-stroke with loop scavenging
Capacity: 48.8 cc
Compression ratio: 11 to 1
Max. power: 5.0 bhp at 7,400 rpm
Cylinder: Aluminium alloy with cast-iron liner
Cylinder head: Aluminium alloy
Piston: Aluminium alloy
Lubrication: Petrol-oil mixture 25 to 1 (with special two-stroke oils 50 to 1)

WEIGHT AND DIMENSIONS

Overall length: 72.1 in
Overall width (handlebars): 24.1 in
Seat height: 30.4 in unloaded
Kerb weight: 163 lb

PERFORMANCE

Max speed: 45-50 mph

CLUTCH

Type: Wet, multi-disc
Location: Crankshaft

FRAME

Main frame: Pressed steel
Front suspension: Telescopic forks with hydraulic damping
Rear suspension: Swinging arm with hydraulic suspension units
Brakes: Full width, internal-expanding shoes, 4.7 in diameter drums hand-operated (front), foot-operated (rear)
Tyres: 21 x 2.75 in front and rear
Fuel tank capacity: 1.4 gallons
Seat: Dual

TRANSMISSION

Gear box: 4-speed
Starting system: Kick start

Pedalling system: Left crank foldable, can be fixed as footrest

ELECTRICAL SYSTEM

Generator: Flywheel magneto
Voltage: 6 volt
Output: 17/5 watts
Ignition: Contact breaker
Battery: 6 volt, 4.5 Ah

ACCESSORIES

Direction indicators, speedometer, electric horn, steering lock, tool kit.

GRAND PRIX SPECIAL



SPECIFICATION

ENGINE

Type: Single-cylinder, two-stroke with loop scavenging
Capacity: 48.8 cc
Compression ratio: 11 to 1
Max. power: 5.0 bhp at 7,400 rpm
Cylinder: Aluminium alloy with cast-iron liner
Cylinder head: Aluminium alloy
Piston: Aluminium alloy
Lubrication: Petrol-oil mixture 25 to 1 (with special two-stroke oils 50 to 1)

WEIGHT AND DIMENSIONS

Overall length: 72.1 in
Overall width (handlebars): 24.1 in
Seat height: 30.4 in unloaded
Kerb weight: 163 lb

PERFORMANCE

Max speed: 45-50 mph

CLUTCH

Type: Wet, multi-disc
Location: Crankshaft

FRAME

Main frame: Pressed steel
Front suspension: Telescopic forks with hydraulic damping
Rear suspension: Swinging arm with hydraulic suspension units
Brakes: Hydraulically operated single disc (front) and 4.7 in diameter drum (rear)
Tyres: 21 x 2.75 in front and rear
Fuel tank capacity: 1.4 gallons
Seat: Dual

TRANSMISSION

Gear box: 4-speed
Starting system: Kickstart
Pedalling system: Left crank foldable, can be fixed as footrest.

ELECTRICAL SYSTEM

Generator: Flywheel magneto
Voltage: 6 volt
Output: 17/5 watts
Ignition: Contact breaker
Battery: 6 volt, 4.5 Ah

ACCESSORIES

Direction indicators, speedometer, tachometer, electric horn, steering and ignition lock, tool kit.

You thought nobody would ever make a machine like this.
But we did.
We gave it the racy looks of a sporting 125.

We made it handle like a dream.
We gave it features.
Features that give great performance, real safety. The smoothest gear box ever.

We added small – but important touches: –
Ball-ended Magura alloy levers
Flashing indicators
Powerful brakes
A separate kick start
And real footrests

Your dealer can arrange a test ride of the Puch Grand Prix now. It's all the convincing you're going to need.

Take the Grand Prix.
Give it the meanest-looking paint job you've ever seen.

Add short, almost straight bars.
With ball-ended levers in satin black clamps. And an instrument console straight out of 1990.

Feature a black cylinder barrel and head. With polished edges to those big fins. An idea you've seen before, of course. But only on racers.

Add sports suspension and a big, powerful front disc brake.
And make the whole machine handle like never before.

We call it the Grand Prix Special. You'll call it unbelievable.
It's at your dealer's now.

GRAND PRIX SUPREME



Instrument console

Mag-alloy wheels

Sports suspension

Powerful disc brake

Kick start

One down, three up gearshift

SPECIFICATION

ENGINE
Type: Single-cylinder, two-stroke with loop scavenging
Bore: 38 mm
Stroke: 43 mm
Capacity: 48.8 cc
Compression ratio: 11 to 1
Max. power: 5.0 bhp at 7,400 rpm
Max. torque: 0.38 mkg at 5,000 rpm
Cooling: Ambient air
Cylinder: Aluminium alloy with cast-iron liner

Cylinder head: Aluminium alloy
Piston: Aluminium alloy
Main bearings: 3 ball bearings
Connecting rod: Needle bearing big end; bronze bush for gudgeon pin
Lubrication: Petrol-oil mixture 25 to 1 (with special two-stroke oils 50 to 1)

WEIGHT AND DIMENSIONS
Wheelbase: 47.4 in
Overall length: 72.1 in

Overall height (handlebars): 35.1 in
Overall width (handlebars): 24.1 in
Seat height: 30.4 in (unloaded)
Ground clearance: 7.5 in
Kerb weight: 163 lb

PERFORMANCE
Max. speed: 45-50 mph

CLUTCH
Type: Wet, multi-disc
Location: Crankshaft

FRAME
Main frame: Pressed steel
Front suspension: Telescopic forks with hydraulic damping
Rear suspension: Swinging arm with hydraulic suspension units
Wheel travel (front): 4 in
Wheel travel (rear): 3 in
Brakes: Hydraulically operated single disc (front) and 4.7 in diameter drum (rear)
Tyres: 21 x 2.75 in front and rear

Fuel tank capacity: 1.4 gallons
Seat: Dual

TRANSMISSION
Primary drive: Helical gears
Ratio: 18:72
Gear box: 4-speed
Ratios
1st: 11:39
2nd: 17:33
3rd: 18:25
4th: 18:20

Secondary drive ratio: 13:38
Starting system: Kickstart
Pedalling system: Left crank foldable, can be fixed as footrest.

CARBURETTOR
Type: Needle jet, centre float
Size: 17 mm choke

Model: Bing 1/17/150
Air cleaner: Paper element

ELECTRICAL SYSTEM
Generator: Flywheel magneto
Voltage: 6 volt
Output: 17.5 watts
Ignition: Contact breaker
Ignition timing: 0.7 mm - 1.0 mm (see manual)
Spark plug: Champion L78
Battery: 6 volt, 4.5 Ah



Harry Everts won the 1975 World 250 cc Moto-Cross Championship riding a Puch

“ On the road, lively acceleration and a snappy performance go hand-in-glove with good steering and suspension.” – **MOTOR CYCLE NEWS** (2.7.75)

“ The . . . brakes fitted to the Puch are really superb . . . handling too is first rate . . . impressive too is the handlebar layout.” – **MOTOR CYCLE** (12.7.75)

“ . . . has the styling and appearance of a sporting 125 . . . much emphasis on handling, brakes and comfort . . . acceleration is certainly brisk.”
– **MOTOR CYCLE** (5.7.75)

“ Clutch and brake levers, ball-ended for safety, with polished arms and matt black mounts follow current 'super-bike' styling.”
– **NORTHAMPTON CHRONICLE AND ECHO** (2.7.75)

“ Zippy performance, the handling of a racer and the sort of looks to capture the imagination . . . like a good race machine, all the controls fall ready to hand or foot . . . exuding an aura of the race track . . . a good spread of power throughout the range.” – **MOTOR CYCLE AND CYCLE TRADER** (1.7.75)

“ . . . The bike has superlative steering stemming from a strong frame and perfect geometry. The brakes too fit into the picture, front disc giving well-controlled and lock-free power.” – **MOTOR CYCLE** (29.11.75)

“ The Puch Grand Prix Special seems to be the safe answer to moped riding, which in the past has been dogged by poor handling machines with inefficient brakes.” – **MOTOR CYCLE NEWS** (3.12.75)

“ . . . moped of the year . . . the best sixteenner moped . . . ”
– **MOTOR CYCLE** (27.12.75)

We didn't say a word



Steyr-Daimler-Puch (GB) Limited

Steyr-Puch House 211 Lower Parliament Street Nottingham NG1 1FZ

The Company policy is one of continuous development: we therefore reserve the right to alter specifications, etc. without notice

IceniCAM Information Service



www.icenicam.org.uk